

Recognized Authority on
Connellsville Coke Trade.

THE COURIER

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EIGHT PAGES.

Prices and Prospects.

COKE MARKET WITHOUT MATERIAL CHANGE; RECENT ADVANCE IS MORE THAN A FLURRY

**Spot Furnace Prices Recede
Slightly From the
High Mark.**

1ST HALF CONTRACT UP TO \$4

**Industry Coke Reestablishes Its Spread
Above Furnace, Spot Commanding \$8
to \$8.25 and Contract \$5 to \$6; Most
spectacular Pig Iron Rise in History**

Special to The Weekly Courier.
PITTSBURG. Nov. 1.—While spot furnace coke has fluctuated since last week it is not materially changed in a week ago. Contract furnace coke is higher and foundry is higher both spot and contract. Thus the market as a whole is decidedly stronger and there is less reason to assume the sharp advance in spot furnace coke over the past few weeks presents simply a flurry. Coke is fairly scarce and is in grave danger becoming scarcer. Consumers are alive to the situation and are asking less of price than of prospects for delivery.

Last Thursday spot furnace coke at \$8.00, the top price on this segment. Saturday sales were made at \$7.00 and this remained the market till yesterday afternoon. Yesterday morning there were sales at \$7.00 but sales late in the day were at \$7.25 today's market is quoted at \$7.00-\$7.25.

The contract furnace coke market stiffened. Until this week the best price done on contract was 75, and that only for the half year contract involving about 10,000 tons month over the first half has now gone up to \$4.00, while a recent offer of about the same tonnage, who wanted to pay \$3.75 for the half year but would not consider the price

the whole year, has now extended contract for the second half at the new price. Thus on the basis of last week the contract market is quoted \$3.75 to \$4.00, but the common opinion is that still higher prices are going to be realized on contract. A very markable rumor is in circulation, the effect that certain furnace interests which bought coke for first several weeks ago for \$3.00 are now fearful that they will not get deliveries and are contemplating buying their coke afresh under contract being quoted higher, in the past week spot furnace coke has been regularly bringing \$7.00 to \$8.00. The steel works can afford to pay such prices while the merchant furnaces cannot.

Unfilled steel is quoted higher, at \$5.00 flat for soft steel billets and \$5.25 for sheet bars. The trade has been combed over thoroughly in the interests of domestic and foreign buyers with the result that all offerings below these prices have been absorbed, and no large tonnage was secured at that.

The finished steel products have become quite irregular in price, as the mills no longer have definite sales policies. They accept one order and decline another, and are by no means uniform in quotations on the business they do accept. Bars, plates and shapes are all distinctly higher, for delivery at mill convenience. The minimum on galvanized sheets is up to a ton, to 5.00c. Sales of tin plate at \$5.75, even to regular customers, are now quite restricted, and consumers who receive insufficient aluminum at \$5.75 from their regular mills are now bidding \$6.25 in the open market, while \$5.50 was done this week on 50,000 tons for export.

October outputs have been large at all the mills and many have broken previous records for a month.

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville, Lower Connellsville, Monongahela and Basin districts) and the Lower Connellsville region (often called the Klondike and sometimes the Monongahela district) to principal points of shipment, are as follows per ton net of 2,000 pounds:

Destination.	Rate.
Baltimore	\$1.80
Buffalo	1.85
Canton	1.85
Chicago	1.85
Columbus	1.85
Detroit	2.10
H. St. Louis	2.80
Harrisburg	2.50
Ind.	2.50
Louisville	2.50
Milwaukee	2.85
New York	2.85
Philadelphia	2.05
Pitts. H. St. N. Y.	2.50
Pittsburgh	1.55
Reading	1.85
Richmond, Va.	2.04
South Bethlehem	2.00
Tampa, Fla.	1.85
Wheeling	1.20
Valley Points	1.20

PIG IRON LEADS IN PRICE ADVANCE

Average Increase of \$2 a Ton During The Past Week Due in Part to the Restricted Supply of Coke.

Special to The Weekly Courier.

NEW YORK. Nov. 1.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

There has been an average advance in pig iron in the past week in the various markets amounting to almost \$2 a ton. Bessemer, basic and foundry Valley furnaces are all up \$2 a ton, while Southern iron is up \$1.50 and the lake front districts show various advances. The cause of the advance is partly psychological, as it is easy for prices on any commodity to advance these days, and partly physical, as the output of some merchant furnaces has been restricted by coke shortage and further and more serious restrictions are in prospect. The whole coke market has advanced sharply in the past week, furnace and foundry coke for spot shipment and under contract being quoted higher, in the past week spot furnace coke has been regularly bringing \$7.00 to \$8.00. The steel works can afford to pay such prices while the merchant furnaces cannot.

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TO CHECK MIGRATION

Southern Towns Trying to Curtail Movement of Negroes to the North.

Drastic ordinances are being adopted by towns and cities in practically every southern state looking to curtail the negro immigration to the north.

Alabama, Tennessee, Arkansas, Mississippi and Georgia all have laws which prohibit the "enticing of labor" and imposes licenses upon those engaged in hiring labor. Some of the states have laws which prevent a labor agent from removing labor out of the state.

Thousands of plantation negroes are moving northward. Public works are short handed, farms operated by negro tenants are being depopulated and the labor outlook in certain sections of the south is far from encouraging.

BIG CONCERN SOLD.

Standard Chain Company Absorbed by the American Concern.

PITTSBURG. Oct. 31.—Announcement was made here today that the Standard Chain Company, with plants in Pennsylvania, Ohio and Indiana, had been sold to the American Chain Company of Bridgeport, Conn.

The company has a capacity of 30,000 tons of finished product annually. The general offices will be moved from Pittsburgh to New York.

Compensation Claims.

To October 7th there had been filed with the Workmen's Compensation Board a total of 6,958 claims.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING OCT. 28, 1916.			WEEK ENDING OCT. 21, 1916.					
	DISTRICT.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	20,569	18,631	2,528	30,652	20,569	16,188	2,671	22,820	
Lower Connellsville	17,553	14,914	2,639	19,249	17,553	14,500	2,744	17,276	
Totals	38,122	33,245	5,167	40,001	38,122	32,697	5,415	39,096	
FURNACE OVENS.									
Connellsville	16,984	14,994	1,900	19,849	16,984	14,651	2,188	18,737	
Lower Connellsville	5,826	5,410	807	6,125	5,826	4,940	877	50,800	
Totals	22,810	20,413	2,707	25,974	22,810	19,800	3,010	24,636	
MERCHANT OVENS.									
Connellsville	3,875	3,237	588	4,533	3,875	3,237	538	40,053	
Lower Connellsville	11,727	9,805	1,802	12,524	11,727	9,860	1,867	11,737	
Totals	15,602	13,032	3,370	17,157	15,602	13,107	2,405	157,900	
SHIPMENTS.									
To Pittsburgh	4,914	Cars.	150,585	Tons.	4,053	Cars.	131,547	Tons.	
To Points West of Pittsburgh	5,997	Cars.	213,782	Tons.	5,728	Cars.	205,818	Tons.	
To Points East of the Region	1,500	Cars.	35,537	Tons.	1,581	Cars.	52,355	Tons.	
Totals	11,401	Cars.	400,000	Tons.	11,362	Cars.	397,690	Tons.	

Production and Output.

OPERATORS DID BETTER THAN THE RAILROADS IN MEETING THE HARD MARKET CONDITIONS

Production Was Greater But Not Enough Cars to Move It.

ACTIVE OVEN LIST INCREASED

Car Supply Better in Connellsville Than in Lower Connellsville Region, But Delayed Placing of Empty Cars to Connellsville to Both Coal Tonnage Off.

The Connellsville coke region made a considerable advance last week in the direction of meeting the hard conditions imposed upon it by the recent sharp advance in coke prices. With slightly better efficiency in the working men more active ovens and a better average car supply, including coke with the result reduced to 10,000 tons, the operators had been unable to supply sufficient cars to move the coke, some stock was held down, the amount estimated at about 12,000 tons.

Coal shipments fell off 7,000 tons, due to continued shortage in car supply. The tonnage movement from the region, including coke with the result reduced to 10,000 tons, the operators being unable to supply sufficient cars to move the coke, some stock was held down, the amount estimated at about 12,000 tons.

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**THE PROFITS IN
IRON AND STEEL
ARE NOT EQUAL**

Steel is Taking a Larger Share Than Iron or Raw Materials.

COKE AVERAGE NOT EXCESSIVE

Exceptionally High Prices Secured for Only a Comparatively Small Tonnage; Car Shortage Prevents Large Shipments of Coal or Coke.

While the whole iron and steel industry is making money the profits are by no means equally divided. In a general way it may be said that the profits are by far the largest in the making of steel, the conversion of pig iron and scrap into unfinished steel says The American Metal Market. In general the producers of the crude materials are obtaining prices that are high, compared with the average of a series of years, but decidedly low compared with prices realized on steel. While the steel finishing departments are not making large profits, on the whole, some of them have very heavy profits. Then there are wide divergences in the profits of different concerns engaged in practically the same line of business, depending upon individual circumstances.

To begin with coke, it is noted that the majority of contracts made for this half year averaged about \$2.35, which is a good price at the year's end but not an exceptionally good one. Last week a number of sales were made at above \$2.00, which is probably a record high price for the amount of tonnage involved, and represents a tremendous profit. Such sales are extremely limited, compared with the total coke output, but the coke operators could make large profits in selling coal, since there is a heavy tonnage demand, if they could ship, but the difficulty is they cannot suddenly break into the coal shipping business and secure car allotments.

Average prices being realized on pig iron may be estimated by taking it that the iron now being shipped was sold when our composite averaged about \$18.60, but our composite contains freights totalling 76 cents, so that the furnace price averages a shade under \$18. The furnaces were selling at cost when the composite stood at \$13, but Lake Superior ore is higher to the extent of \$1.30 per ton of pig iron and Connellsville coke to the extent of 75 cents, and other costs, including labor are much higher, whereby if a furnace is receiving \$20 above its former cost its profit is probably not half that amount. As the investment sometimes runs as low as \$5 per ton or annual output the profits are large even though the blast furnace is making much less than the steel works.

The United States Steel Corporation's earnings per ton of output in the past quarter were probably in the neighborhood of \$25 per ton of material shipped, most of the items being in gross tons, the profits per net ton being say \$27. The majority of independents have been making more per ton, as they did now sell so far ahead and thus are shipping higher priced material, on an average, than the United States Steel Corporation. Independents making a large proportion of shell steel in their output are making profits on that material probably not far from \$50, a vastly greater earning than that of the United States Steel Corporation in the case of the many smaller interests which have little or no investment prior to the steel mill, and not so much in finishing departments.

The smaller plate mills are making exceptionally heavy profits. The large mills, which hold ahead, are still delivering some plates at 1.60c, and the tonnage they are shipping above 2,000 is probably relatively small, whereas there are some independents whose shipments are averaging in the neighborhood of 2.5c, say \$30 a ton more than the large mills are currently realizing.

The total advance in the basing discount on steel pipe is about \$21 per net ton. At minimum prices there was a profit, but on account of increased costs of labor and supplies there is some ground for doubting whether the profit is now much over \$20 a net ton even to the concerns who make their coke and mine their ore. There

would-be more money in selling billets at the currently quoted market of \$45 to \$50.

On account of the rapid movements in the various markets, changing the realized prices as well as the costs of raw materials, there are great differences in profit of concerns in precisely the same line of business. For illustration, there was pig iron sold on the basis of \$18 and a shade less, for the first half of 1917, while \$20 or \$21 can now be realized. There was coke sold at less than \$2.00, say at \$2.15 for that period, while now it would be difficult to buy at \$4.00. If \$18 pig iron is matched against \$4.00 coke at \$21 pig iron against \$2.75 coke there is a divergence in profit of about \$4.50 per ton of pig iron.

OFFICIAL DEFINITION

One Major Operation is Handled Down by Workmen's Compensation Board. The Workmen's Compensation Board has promulgated an official definition of a "major operation," drafted by a committee of distinguished physicians and surgeons, as follows:

"A major operation is a surgical procedure which entails immediate serious consequences to the patient and which requires skill and training to perform and includes:

"1. The setting of fractures of long bones and reducing of subluxations, providing accuracy and efficiency of reduction be demonstrated by x-ray taken before and after surgical treatment.

"2. All operative procedures, other than finger and toe amputations, cleansing, draining and closing of wound, evacuating pus by incisions and manipulating and reduction of uncomplicated dislocations, the treatment of uncomplicated fractured ribs, the removal of superficial foreign bodies from the eyes, and the removal of all subcutaneous foreign bodies."

All fees for a major surgical operation shall be limited to such charges as are reasonable for similar treatment of injured persons of like standard of living in the same community and where such treatment is paid for by the injured person himself, to charges, including hospital service, to be paid by the employer, not in any case to exceed the sum of \$75.

CROSSING TRAGEDIES

Confidence Despite Efforts of Railroads to Prevent Their Occurrence.

During the past 15 years, the Pennsylvania railroad has expended upward of \$10,000,000 for the elimination of grade crossings on its lines east of Pittsburgh alone and the work continues all along the system. Nevertheless, during the first eight months of the current year 13 fatalities and 104 lesser casualties occurred, every one of which the management asserts was unavoidable.

For example, 23 automobiles were driven into trains crossing highways at grade, whereby four persons were killed and 51 injured. Six motorcycles, two bicycles and four horse-drawn vehicles were similarly driven against moving trains, resulting in two fatalities and 14 cases of injury. Six automobiles, five motorcycles and two horse-drawn vehicles crashed through safety gates that were down, and 10 persons were hurt.

Two persons were killed and six injured while attempting to make their way over trains standing on crossings. One man jumped from an automobile in the middle of a track and was killed by a train, while 17 others dodged around or under closed gates and were struck by trains, four of them being killed and 13 injured.

DETAILS CLOSED

Western Maryland Formally Acquires Property for Yards.

A deed recorded in Uniontown yesterday conveying 18.84 acres of land in Dunbar township from John D. Stevenson to the Connellsville & State Line railroad company completes part of the transaction by which the Western Maryland railroad purchased about 50 acres of land between Dunbar and Fayette station for yard purposes. The purchase price of the Stevenson tract is given as \$5,181.

The deal for the purchase of about 40 acres from the Herd heirs was closed last Saturday, the Western Maryland paying the balance due on the property.

Big strides are being made by the contracting firm which is grading Herd bottom for the proposed yards. A connection between the Western Maryland tracks at Fayette and the Baltimore & Ohio, Sheepskin branch will soon be established.

LIST OF COKE OVENS IN

The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Oct. 28, 1916.

Total Ovens	# P.	Name of Works	Name of Operators	P. O. Address
MERCHANT OVENS				
200	200	Arms	W. J. Rainey	New York
80	Arms	Penn Coke Co.		Uniontown
182	182	Beauty	Mc Pleasant Coke Co.	Greensburg
120	60	Brown	Mc Pleasant Coke Co.	Mc Pleasant
42	42	Carroll	Pearlita-Connellsville Coke Co.	Pittsburgh
152	182	Chase	Clare Coke Co.	Greensburg
42	42	Elmer	Whitey Coke Co.	Uniontown
50	40	Ellen No. 1	Whitey Coke Co.	Uniontown
38	100	Ellen No. 2	Whitey Connellsville Coke Co.	New York
200	100	Elizabeth	W. J. Rainey	New York
120	100	Fair Hill	Surmaut Conn. Coke Co.	Connellsville
10	101	Franklin	Mc Pleasant Coke Co.	Pittsburgh
116	116	Gilmore	W. J. Rainey	New York
8	8	Helen	Samuel J. Lohr	Youngwood
142	142	Humphrey	Heisterer's Coke Co.	Uniontown
42	42	Johnson	Johnson Fuel Co.	Uniontown
20	100	Little Sunshine	Kirk Culin Co.	Pittsburgh
38	38	Long	John G. Clark & Sons	Uniontown
40	40	Lyon	Mc Pleasant Coke Co.	Dunbar
32	32	Mabesburg	Kathleen Coal & Coke Co.	Pittsburgh
32	32	Mc Braddock	J. J. Rainey	Greensburg
110	100	Melito	Mc Pleasant Coke Co.	Pittsburgh
82	32	Meyers	Brown & Cochran	Uniontown
120	100	Moffett	W. J. Rainey	New York
180	180	Montgomery	W. J. Rainey	New York
65	65	Mount	Southgate Coal & Coke Co.	Uniontown
20	20	Myers	Whitey Coke Co.	Connellsville
40	40	Thomas	Mc Pleasant Coke Co.	Pittsburgh
60	60	Veteran	Mc Pleasant Coke Co.	Pittsburgh
FURNACE OVENS				
280	240	Adelaide	N. G. Frick Coke Co.	Pittsburgh
380	380	Alverton	H. C. Frick Coke Co.	Pittsburgh
200	200	Bassaley	H. C. Frick Coke Co.	Pittsburgh
200	240	Buckerton	H. C. Frick Coke Co.	Pittsburgh
300	150	Buckeye	H. C. Frick Coke Co.	Pittsburgh
200	200	Cabinet	H. C. Frick Coke Co.	Pittsburgh
301	301	Caldwell	H. C. Frick Coke Co.	Pittsburgh
75	40	Coalbrook	H. C. Frick Coke Co.	Pittsburgh
400	400	Collier	H. C. Frick Coke Co.	Pittsburgh
420	420	Continental	H. C. Frick Coke Co.	Pittsburgh
320	320	Continental 2	H. C. Frick Coke Co.	Pittsburgh
309	308	Continental 3	H. C. Frick Coke Co.	Pittsburgh
120	120	Cochrane	H. C. Frick Coke Co.	Pittsburgh
282	282	Cochrane	H. C. Frick Coke Co.	Pittsburgh
286	286	Dorothy	H. C. Frick Coke Co.	Pittsburgh
275	275	Dowell No. 1	H. C. Frick Coke Co.	Pittsburgh
250	250	Dowell No. 2	H. C. Frick Coke Co.	Pittsburgh
300	300	Media No. 1	H. C. Frick Coke Co.	Pittsburgh
508	508	Media No. 2	H. C. Frick Coke Co.	Pittsburgh
902	902	Hostetter	Hostetter-Congressville Coke Co.	Pittsburgh
900	900	Kings	H. C. Frick Coke Co.	Pittsburgh
409	420	Leisenring	H. C. Frick Coke Co.	Pittsburgh
502	502	Lisicking 2	H. C. Frick Coke Co.	Pittsburgh
804	200	Litch	H. C. Frick Coke Co.	Pittsburgh
227	106	Linton No. 1	H. C. Frick Coke Co.	Pittsburgh
500	500	Linton No. 2	H. C. Frick Coke Co.	Pittsburgh
400	400	Mannington	H. C. Frick Coke Co.	Pittsburgh
200	120	Marrowite	H. C. Frick Coke Co.	Pittsburgh
100	100	Mayfield	H. C. Frick Coke Co.	Pittsburgh
328	300	Oliver No. 1	Oliver & Snyder Steel Co.	Pittsburgh
400	400	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburgh
300	300	Oliver No. 3	Oliver & Snyder Steel Co.	Pittsburgh
400	400	Phillips	H. C. Frick Coke Co.	Pittsburgh
433	380	Ridgeston	H. C. Frick Coke Co.	Pittsburgh
143	100	Rial	H. C. Frick Coke Co.	Pittsburgh
454	300	Ridgeston	H. C. Frick Coke Co.	Pittsburgh
126	100	Southwest	H. C. Frick Coke Co.	Pittsburgh
100	120	Southwest 2	H. C. Frick Coke Co.	Pittsburgh
901	600	Standard	H. C. Frick Coke Co.	Pittsburgh
110	110	Sunset-Bolivar	Dunbar Furnace Co.	Dunbar
404	404	Taylor	H. C. Frick Coke Co.	Pittsburgh
500	320	United	H. C. Frick Coke Co.	Pittsburgh
64	64	Whitney	H. C. Frick Coke Co.	Pittsburgh
802	802	Whitney	Hostetter-Congressville Coke Co.	Pittsburgh
300	300	Wynn	H. C. Frick Coke Co.	Pittsburgh
240	240	Youngstown	H. C. Frick Coke Co.	Pittsburgh
ESTABLISHED 1859 <p style="text-align:center;">INCORPORATED 1884</p> <p>JOSEPH SOISSON FIRE BRICK COMPANY</p> <p>MANUFACTURERS OF</p> <p>Silica and Fire Clay BRICK</p> <p>Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material. Equipped to Take the Largest Contracts for Paving Brick. High Grade Building and Enamel Brick. Ship on all railroads.</p> <p style="text-align:center;">DAILY CAPACITY 300,000</p> <p>DAVIDSON MOYNE VOLCANO LAYTON KINGSTON</p> <p>TEN PLANTS:</p> <p>ENAMEL WILLIAM GLOBE PHOENIX COLUMBIA</p> <p style="text-align:center;">CONNELLSVILLE, PA.</p> <p>BOYTS, PORTER & CO.</p> <p>Connellsville, Pa., U. S. A.</p> <p>W. HARRY BROWN, Vice President. J. H. PRICE, Sec. and Treas.</p> <p>WASHINGTON COAL & COKE CO.</p> <p>General Office, DAWSON, FAYETTE COUNTY, PA.</p> <p>6,000 Tons Daily Capacity.</p> <p>Individual Cars</p> <p>YOUGHIOGHENY COAL</p> <p>Steam Gas Coking</p> <p>Low Sulphur Hard Structure</p> <p>Shipments via B. & O. R. R. and P. & L. E. R. R. and Connections N. P. Hyndman, Sales Agent, 511 Wood St., Pittsburg, Pa.</p> <p>CONNELLSVILLE COKE</p> <p>Furnace and Foundry</p> <p>Connellsville Coke</p> <p>C. M. WOLFF, General Agent.</p> <p>Hostetter Connellsville Coke Company</p> <p>HIGHEST GRADE</p> <p>Furnace and Foundry Orders Solicited.</p> <p>Branch Office, Carnegie Building, Pittsburg, Penna.</p> <p>BELL TELEPHONE, 694 COURTLAND</p> <p>New 1916 List of Connellsville Coke Plants</p> <p>Corrected to May 1.</p> <p>Single Copies by Mail in Tube, 25 Cents; Larger Quantities at Less Rates.</p> <p>Address THE COURIER COMPANY, Connellsville, Pa.</p> <p>Standard Connellsville Furnace Coke</p> <p>EXCLUSIVE SELLING AGENTS FOR</p> <p>3,500,000</p> <p>TONS ANNUALLY</p> <p>THE BEST BRANDS IN THE REGION.</p> <p>Contracts Filled With Good Coke When the Market Is High as Well as When It Is Low.</p> <p>Good Service Saves Demurrage and Annoyance. First Class Inspection.</p> <p>LARGE TONNAGE OF</p> <p>Low Phosphorus Coke</p> <p>FURNACE COKE.</p> <p>SMELTER, FOUNDRY, HEATING COKE AND COAL.</p> <p>PRODUCERS COKE COMPANY, FIRST NATIONAL BANK BUILDING, UNIONTOWN, PA.</p>				

LIST OF COKE OVENS IN

The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Oct. 28, 1916.

**THE FUNCTIONS
OF UNITED STATES
BUREAU OF MINES**

Co-Operates With but Assumes No Authority Over the Operators.

VALUABLE NEW PUBLICATION

Which Sets Forth The Purposes and Aims of the Agency Which is Doing So Much to Protect Greater Safety in Mining and Sound Development.

In the pamphlet entitled, "Rescue and Recovery Operations in Mines After Fires and Explosions," just issued by the United States Department of Mines, an exhaustive treatment of the subject is given. In the preface to this interesting and valuable publication the functions and purposes of the Bureau of Mines are set forth in detail.

The Bureau of Mines does not attempt to usurp any of the functions of the states but seeks to co-operate with them in investigations that will benefit both the state and the federal government. Because the government, through its greater resources, is able to carry on more extensive and longer investigations, it is generally better able to command the services of specially trained men, and the states receive a benefit through co-operation that could not obtain otherwise.

The Bureau of Mines, with much care and at much expense, has collected information in the United States and in Europe on mining methods and the prevention of accidents. Having thus a store of knowledge on many subjects of vital importance to the mining industry and to the safety of mine workers, as well as the knowledge gained through experiments in laboratories and mines, the bureau endeavors to impart the information to the miner, the operator, and all others concerned in mining. For this reason the bureau is conducting an educational campaign in all the mining centers of the country by means of public lectures illustrated with lantern slides and moving pictures, by teaching first aid to the injured, by training miners in the use of rescue breathing apparatus, and by lectures on rescue and recovery methods. All of this instruction is furnished without cost to the miner.

The Bureau of Mines has no authority of law to enter any private mine or to require any operator or miner to observe any law or regulation. As the mines are the property of the mine owners, members of the bureau gain admittance to any mine only through the invitation or the permission of the owner or the officials of a mine. It was said, covered partly by insurance.

A large sum of money, representing the receipts of Saturday's business, was destroyed in the fire. The stock was a total loss. The stock and currency lost are estimated at between \$5,000 and \$7,000 while the building was held at \$5,000.

Ralph Ellenger, an employee of the store, was asleep on the second floor when the fire broke out. He was awakened by the smoke and immediately gave the alarm. The building was a mass of flames by the time the Dawson firemen arrived. The blaze is thought to have originated somewhere on the second floor.

NIGHT MINING CLASS

James Wardlaw W.D. Conduct Classes At Leislering Building.

A night mining school will be opened in the DuBois Township High School at Leislering on Friday evening, November 10. R. K. Smith, supervising principal of the DuBois Township schools, will exercise supervision over the school, and James Wardlaw, of Scottdale, the veteran instructor in mining school work, and author of "Mining in a Nutshell," will be the instructor.

Sessions will be held on Tuesdays and Fridays of each week. Special attention will be given to those subjects designed to prepare candidates for the mine foreman and fire boss examinations.

The school which is one of a number now in operation under the tutelage of Instructor Wardlaw, forms part of the work conducted by the Vocational Division of the State Department of Public Instruction in the mining districts of the state.

BUY MARIANA PROPERTY

The Midvale and Cambria Steel Companies the Purchasers.

Announcement of the sale of the entire holdings of the Union Coal & Coke Company, at Marianna, Washington county, to the Midvale and Cambria Steel companies, has been made by William Bird, superintendent of the Union Coal & Coke Company, following a visit to the property of officials of the steel companies. Although the purchase price was not made public, it was intimated that it would reach at least \$4,000,000. The Union Coal & Coke Company was controlled by the Union Trust Company of Pittsburgh.

At least 1,500 men will be needed to operate the property. The coal company's holdings include 5,200 acres.

BIG STEEL DEAL

J. L. Reagle Buys Properties Owned by Late Joseph Wharton.

PHILADELPHIA, Nov. 1.—Another big independent iron and steel plant is to be erected in the East at a capital investment of from \$10,000,000 to \$15,000,000. The nucleus will be the iron properties and blast furnaces at Wharton, N. J., which belonged to Joseph Wharton, the Philadelphia multi-millionaire and iron manufacturer who died few years ago.

The properties have been bought by J. Leonard Reagle. A big cash payment has been made on account.

Frick Re-Elected

At the recent meeting of the stockholders of the Atchison, Topeka & Santa Fe railroad M. C. Frick was re-elected a director.

Advertise in The Weekly Courier.

The Weekly Courier.

Entered as second-class matter at the post office Connellsville, Pa.
THE COURIER CO., Publishers.
HENRY P. SNYDER,
Founder and Editor, 1878-1916.
E. M. WYDELL
President and Owner.
J. A. DRAKE,
Secretary and Treasurer.
Business Manager
JOHN L. GANS,
Associate Editor.
Office, The Courier Building, 127½ W.
Main Street, Connellsville, Pa.

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WEEKLY \$1.00 per year - 5 cents
per copy

ADVERTISING.
DISPLAY rates on application
READING NOTICES—Ten cents per line
LEGAL—Ten cents per line for first
insertion, and five cents per line for each additional insertion

THURSDAY MORNING, NOV. 2, 1916.

THIRTY.

"Thirty," the newspaper man's symbol of the day's work done has sounded for Henry Provance Snyder. The pen is stilled, the forms closed. Naught remains but the enduring memory, the ideals instilled through constant association with a master mind. Those ideals cannot perish. Great as the loss suffered by the community and the even greater personal loss of each individual connected with The Courier, his work must live. The grave cannot conquer a spirit such as his.

Death has robbed us of a friend. It has given us an ideal. Gone in the flesh, Henry Provance Snyder remains in the spirit, an everlasting guide down the pathway of life. The Courier staff is not an organization. It is a happy family. The loss of its chief brings that poignant grief which can only come through the death of one who is near and dear.

There is only one epithet—
for H. P. S.
G. S. C.

BERIAGES.

To have learned the newspaper game under the tutelage of one of its masters has been the happy privilege of those members of the profession who served their apprenticeship in the office of The Courier.

To have worked for or with an editor and publisher who took a just pride in the traditions of the craft, and who ever kept before himself and his associates high ideals and standards of excellence in the finished product of hand and brain, has been a constant incentive to the best endeavor.

To have been associated with an employer whose relations to those who served him were characterized by the thoughtful consideration, kindly sympathy, honesty, justice and fair dealing has been an unending inspiration to loyalty and faithfulness.

To have had the intimacy of day-to-day contact with a man who did one thing supremely well and who made everything tributary to his one purpose in life was to afford living proof of the overwhelming power of one unwavering aim and has helped others to catch the spirit of him who said, "This one thing I do."

To have daily witnessed that fortitude and calm courage with which grave physical affliction was uncomplainingly endured for many months has constrained others to "rescue that they too would bring to each day a work a shining morning face."

These are some of the heritages priceless and cherished which Henry P. Snyder has bequeathed to the members of The Courier's staff and make them glad and proud that they have served him whether for one or for thirty-seven years.

J. L. C.

THE LAST LESSON.

The throng of people which gathered yesterday to pay their last tribute to Henry P. Snyder was a concrete measure of the community's estimate of his worth as a citizen, father, husband, neighbor and friend. From every walk of life men and women gathered at his bier to testify by their presence their appreciation of his character and services, and to mingle their tears with those who were bound to him by the tenderest ties of love affection and the sacred and intimate relations of family life.

Impressed by the faithful adherence to ideals which had characterized his life, and by the broad charity of his spirit which marked his relations to his fellows, few stood in the solemn silence of the hour who were not moved to the resolution that henceforth they would strive to be more faithful in the discharge of their duties to the living.

This was the last but mute lesson of the closed life and the closing tomb.

RECORDS AND CONCEPTIONS.

When the present campaign was entered upon the Democrats guilelessly and willingly expressed a desire that the record of President Wilson be made the issue. Accepting the challenge with gladness and singleness of heart the Republicans throughout the length and breadth of the land have shown with convincing clearness supported by the indisputable proof of his own acts that President Wilson has fallen as far short of the popular conception of an ideal chief executive as he has failed of his opportunities to merit reelection.

Early forsaking those lofty ideals by which he professed to be animated upon his induction into office, he allowed himself to be drawn aside from that course which had been resolutely pursued would have stamped him as an administrator of the highest order. Very soon however he entirely forgot that the chief functions of the presidency are to administer the laws, to transact the business of the government and to safeguard the rights and interests of the nation and its people. Yielding to the

seductions of political exigency and expediency he began to shape his official conduct and utterances wholly with the view to perpetuating himself and his party in power.

Herein he failed of his opportunities and having failed, the campaign will be determined by the very issue the Democrats have of their own choice selected. The public's acceptance of this issue was early resolved into a comparison of the records, qualifications and characters of the candidates. By his own record President Wilson has failed to measure up to the stature of a man who in the office of President should be as far removed from partisanship as Caesar's wife was above suspicion. Having used the great office of president as a means to further the political fortunes of himself and his party President Wilson has acquired repute as an astute party leader at the loss of his prestige as the administrative head of the government. In proportion as his leadership of his party has become the dominant and controlling factor of his life he has forfeited all his right or claim to reelection.

The record of Charles Evans Hughes as governor of one of our greatest states was so free of every taint of party or suspicion of partisanship and characterized in every particular by a determination to do the most and the best for the citizens of his commonwealth that he stands out in bold relief as one of the greatest and most fearless executives our country has ever known. His later declaration of principles as a candidate for the presidency is so frank, honest, candid and sincere that he is stamped as a man whose conception of the obligations and duties of the highest office in the gift of the people is so different from the conception of President Wilson as has found expression in the latter's official acts and records that no man having a zealous regard for the future welfare of his country should hesitate to make choice of the candidate whom he will support.

PLAYGROUNDS

The movement to provide a system of recreation grounds for children in the city which The Courier aforementioned has pointed out as desirable and needful will no doubt meet with the hearty approval of our citizens, it should not readily receive the substantial support of every interested person.

The city is now practically without places where children can freely and without danger indulge in those outdoor games and pastimes which are essential to their healthy growth and sound physical development.

When the older citizens were young they engaged in the boisterous sports of those days upon many nearby vacant fields or corners. Now that we have become a city with closely built up blocks ground suitable for purposes of children's play are found only in the outlying districts and are inconvenient of access except to those living in the immediate vicinity. In lieu of convenient or desirable grounds the children have been obliged to use the streets as places of sport and recreation. This is a dangerous practice but has been allowed by the authorities because of the lack of something better.

The establishment of a series of playgrounds scattered over the city such as is the object of the movement now in progress will remove the element of danger now present in the practice of using the streets. Being under competent and trained supervision as playgrounds are now conducted they will offer advantages to children other than those of mere physical exercise or recreation. Opportunities for instruction along certain lines or concerted training will no doubt be provided that will tend to promote restraint and control by the children and instill habits of system and order and discipline.

To answer this question none are more competent than the rugged American who asked it. In his answer the young American will find every inspiration to become a loyal citizen of the Republic every promise that his country of ours will resume its rightful place as the respected leader in the family of nations, every assurance that America will remain the land of the free because it will be the home of the brave. Listen to the thrilling answer.

We want a country repeated throughout the world. He wants a country which respects the dignity of its citizenship and thus deserves and enjoys the esteem of other nations. He wants no arrogant assertion of power, no policies of conquest, but a simple, straightforward and independent attitude for the world. The other side of the border is so abundant and so abundant could be learned to show the world what Wilson will do in Mexico.

If he information which Secretary of War Baker claims to have discovered of the existence of a plot by the men of the government to seize the Mexican port of Tampico with Wilson and other officials to make a special visit to that port in October, 1914, these jump would be taken to be the product of his letters printed in Berlin the ext below, printed in German.

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What an illuminating example of the salutary effects of Trust Busting is furnished by the recent financial scandal of the Bryan Standard Oil Company of New Jersey. Shortly before the dissolution decree of the United States Supreme Court in 1911 when the stock sold around \$100 that price was thought to be the limit.

Warren Worth Bailey, the fearless exponent of the Bryan type of plain speaking and simple language, has shown that there is no permanent security for a principle which takes counsel of its fears rather than of its principles.

If we do not protect our trade it will be constantly harassed and crippled by the lives of our citizens are not safe enough to warrant the risk of a strike.

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H. P. SNYDER DIES; EDITOR OF THE COURIER AND A NEWSPAPER MAN OF STATEWIDE PROMINENCE



Henry Provance Snyder, editor and publisher of The Courier, died at his home, 119 East Fairview avenue, at 8:30 o'clock Friday morning. He was sitting in a chair in his bedroom when the end came. While not unexpected, its suddenness was a shock. He had passed a comparatively restful night, and only Thursday was planning to come to the office Saturday afternoon.

Mr. Snyder had been ill for several years, but through his indomitable will had continued in close touch with the affairs of his newspaper up to the end. For many months he had been confined to his home for days at a time, but for the greater part he was able to visit the office regularly. At no time up to the day prior to his death was he out of touch with the minute details that are involved in making up a daily newspaper.

He had not been at the office for nearly two weeks, as his wonderful vitality slowly ebbed. It was a foregone conclusion, many months ago, that the end was approaching.

Henry Provance Snyder belonged to that class of newspaper men bosphorus refer to as the "old school." He was the product of the era of personal journalism. He entered the profession during that long period in which the editorial page was supreme; when the newspaper attempted rather to mould public opinion than record contemporary history. Being more than an ordinary editor, however, he was not only able to keep abreast of the times, but some distance ahead of them, for he combined in his personality the rare qualities of aggressive news gathering and forceful editorial writing. Once having decided upon a newspaper career, he proceeded to master every detail of the profession in a manner few have been able to equal. Keen observer and forceful writer, he was at the same time an excellent judge of news values, and, above all else, a shrewd business manager. Not a detail in the complex organization of a daily newspaper was beyond him.

To the public he was best known as an able editorial writer. This quality received no more general recognition than among his fellow craftsmen, who, at the same time, acknowledged him as an exceptionally capable executive. The success of The Courier, and few newspapers or organizations in a similar field, have succeeded so well, was entirely due to the personal direction of H. P. Snyder.

The Courier, with its daily and weekly editions, is a monument to the lifetime of inexhaustible energy put into it by its distinguished owner and editor. It reflected his strong personality. It is impossible to think of The Courier without associating it with Henry Provance Snyder. All other interests he had were secondary. Practically all of his life was devoted to its development. Under his master hand it thrived; always a leader in its field. The Courier never stood still, and it never went back. It has been a leader; never a trailer. The Courier has led the way in Fayette county in mechanical equipment as well as journalistic excellence.

For practically 40 years Henry Provance Snyder directed the destinies of this journal. The story has often been told, but it is well worth repeating, that the callow youth who was chosen to be the editor of the new paper, back in 1879, was then a disciple of Blackstone. His ambition was to become learned in the law. Even after accepting the trust offered him, he thought it would be no serious task to edit a newspaper and study law at the same time. He was soon disillusioned. That was the parting. The law or the Fourth Estate was the choice offered. He chose journalism, and

Fayette county and Pennsylvania thus gained one of its most distinguished editors.

Not content with less than the best, H. P. Snyder, still in his early twenties, determined to master the newspaper game. How successful he was The Courier of today is witness. It is a far cry from The Keystone Courier of 1879 to The Daily Courier of today, yet each epoch in the paper's history marks the milestones of progress and development of its editor.

Henry Provance Snyder was a linear descendant of those sturdy pioneers who helped establish civilization west of the Alleghenies. This accounts in large measure for his undying faith in the community in the face of constant discouragements.

His maternal grandfather was Judge Provance McCormick, a grandson of Colonel William Crawford, the famous Pioneer and Patriot who perished at the stake in the defense of frontier civilization from the incursions of the savages. Christian Snyder, father of Henry Provance Snyder, emigrated to America from Saxony, Germany, in 1845. He engaged in the construction of the Pennsylvania railroad and as a contractor followed the course of the railroad from Lancaster to Greensburg. He came to Connellsville in 1850. A few years later he married Jane, the daughter of Judge McCormick. The first child of the union was born August 2, 1856, and was christened Henry Provance, in honor of his respective grandfathers, Snyder and McCormick.

A brilliant career was in a measure forecast when at 15 the future editor of The Courier had graduated from the public schools of Connellsville and completed a short course at the Mount Pleasant Academy. He also

entered the profession during that long period in which the editorial page was supreme; when the newspaper attempted rather to mould public opinion than record contemporary history. Being more than an ordinary editor, however, he was not only able to keep abreast of the times, but some distance ahead of them, for he combined in his personality the rare qualities of aggressive news gathering and forceful editorial writing. Once having decided upon a newspaper career, he proceeded to master every detail of the profession in a manner few have been able to equal. Keen observer and forceful writer, he was at the same time an excellent judge of news values, and, above all else, a shrewd business manager. Not a detail in the complex organization of a daily newspaper was beyond him.

To the public he was best known as an able editorial writer. This quality received no more general recognition than among his fellow craftsmen, who, at the same time, acknowledged him as an exceptionally capable executive. The success of The Courier, and few newspapers or organizations in a similar field, have succeeded so well, was entirely due to the personal direction of H. P. Snyder.

The Courier, with its daily and weekly editions, is a monument to the lifetime of inexhaustible energy put into it by its distinguished owner and editor. It reflected his strong personality. It is impossible to think of The Courier without associating it with Henry Provance Snyder. All other interests he had were secondary. Practically all of his life was devoted to its development. Under his master hand it thrived; always a leader in its field. The Courier never stood still, and it never went back. It has been a leader; never a trailer. The Courier has led the way in Fayette county in mechanical equipment as well as journalistic excellence.

For practically 40 years Henry Provance Snyder directed the destinies of this journal. The story has often been told, but it is well worth repeating, that the callow youth who was chosen to be the editor of the new paper, back in 1879, was then a disciple of Blackstone. His ambition was to become learned in the law. Even after accepting the trust offered him, he thought it would be no serious task to edit a newspaper and study law at the same time. He was soon disillusioned. That was the parting. The law or the Fourth Estate was the choice offered. He chose journalism, and

published by the firm of Snyder & Goodchild. The plant was moved to Water street, where it remained until 1902. The paper was for a time printed by hand power, an ebony skinned Republican turning the crank of the press except on those days when he was incapacitated, on which occasions the "boys" of the office took turns. An Olio gas engine was finally installed, it being one of the first gas engines installed in Western Pennsylvania. It was quite a curiosity for a time.

In 1884 the office was partially destroyed by fire and it was necessary to issue two numbers from the plant of the Uniontown Standard. Not an issue was missed.

Mr. Goodchild retired from the firm, selling his interest to A. M. Claybaugh of Uniontown, who in turn sold out to J. H. S. Stummel. John L. Gang later purchased Mr. Stummel's interest, remaining in the firm from 1886 until 1903. Mr. Snyder finally acquired full ownership, which he held until 1903 when a corporation was formed. He retained absolute control of The Courier Company.

In 1880 The Courier began the compilation of statistics concerning the coke trade. Mr. Snyder was one of the first to recognize the importance of the industry which was then in its infancy. As the official organ of the Connellsville coke trade The Courier gained national fame. Its reputation spread to every corner of the country where coke is used. Its figures were accepted as authoritative by the United States government and the State of Pennsylvania. As its editor, Henry Provance Snyder, became a recognized authority on matters pertaining to the trade. His connection with the industry brought him into close personal touch with these aggressive young men destined to become captains of the industry. They recognized his ability and respected his judgment. Many of them became his lifelong friends.

The Weekly Courier was permanently established as a successful newspaper when in 1902 a daily edition was determined upon. The development of the daily edition in the face of rather aggressive competition brought into play those qualities which stamped Henry Provance Snyder as a born newspaper man. He gave to the daily newspaper the rich experience gained by years of endeavor in the weekly field, and coupled to them the aggressiveness which the new conditions demanded. The rise of The Daily Courier was meteoric. Started as a 6-column newspaper, derided by its competitors as a "post card," it rapidly distanced the field. It began with a circulation of 1,000. Within two years it had caught up with all of its competitors in the county and had distanced some. It was in 1904 that a stereotype perfecting press, the first in the county, was installed. It was then printing 3,000 copies daily, the limit of its press facilities. The new press made it possible to expand, and its growth was phenomenal. Some months ago it became apparent that the mechanical facilities were not ample, and in April of this year a 24-page press supplanted the 8-page one, giving The Courier the largest press in the county.

The old Weekly Courier was Democratic. The Daily Courier was inaugurated as a Republican paper. Two years previous, in 1900, Mr. Snyder refused to follow the Democratic party in its worship of the chimera of Bryanism. He failed to bow to the Free Silver faith which worked ruin to the party and later went into the discard discredited. He was a delegate to the Gold Democratic convention which nominated Palmer and Buckner. Finally convinced that the Democratic party had utterly failed to appreciate the needs of the country at large, and that it was incapable of governing it, he became a Republican. The Daily Courier has, since its inception, been

a staunch supporter of that party. No man played a more important part in the development of Connellsville than did Henry Provance Snyder. He devoted his energies untiringly and unselfishly to the community's best interests. If his labors lacked proper appreciation, as they sometimes did, it was largely due to the fact that he sought no honor for himself but was content with the reward of a duly well performed. There are several monuments that testify to his untiring efforts—the Carnegie Free Library, the Cottage State Hospital, the Federal Building, the State Armory and the bronze figure to be erected to the memory of Colonel William Crawford. To him, more than to any other man, belongs the credit of bringing each to Connellsville. He labored persistently long after others had given up the fight, and he succeeded.

The movement to have a federal building erected here was launched by Mr. Snyder during Cleveland's second administration. Hon. E. P. Acheson was the first congressman approached. Mr. Acheson was not successful, but he urged that Mr. Snyder not give up the fight. The building was finally secured through the efforts of Allen F. Cooper, who then represented this district in Congress.

The Carnegie Free Library was located here largely as a result of the agitation begun by The Courier, which urged it as a matter of common humanity towards those who labor in the mines or upon the railroads.

The Cottage State Hospital was held at Connellsville but for H. P. Snyder. Not only to Mr. Carnegie himself did he appeal, but it was due in large measure to the aggressive campaign of The Courier that the people obligated themselves to support the institution, once it was built.

The State Armory was equally the result of H. P. Snyder's personal and public efforts.

The erection of the Crawford statue was the result of years of patient and persistent agitation. A descendant of the martyr and a firm believer that the pioneers of Connellsville should not be permitted to be forgotten, Henry Provance Snyder urged, year in and year out, a proper spirit of reverence for the founders and the saviors of the community. He deplored that other communities had honored Colonel Crawford while his memory was ignored at home. He was finally successful after years of effort and the future generations of Connellsville will have no cause to forget the man who gave his life that the infant settlement might not perish.

Mr. Snyder was active in the civic affairs of the community. He was drafted into many movements, and served unselfishly. If during the past few years he gradually withdrew from outside interests other than his newspaper, it was because he recognized that he must conserve his failing strength. He had no political ambitions and was a candidate for office; never voluntarily. He served as a member of the school board from 1878 until 1884 and was in his younger days clerk of the borough council. As a recognition of his activities in securing the Carnegie Free Library, he was made one of its life trustees and served continuously as secretary of that board. He was a trustee of the Cottage State Hospital.

When the first building and loan association was formed, the Connellsville Mutual, he was a director and its secretary. He was secretary of the first Chamber of Commerce. He also served as its president from time to time, and in various other capacities.

In other enterprises he was very active, serving for a while as director of the People's Building & Loan Association, the Title & Trust Company of Western Pennsylvania, and the Illuminating Company, which built the template mills at South Connellsville.

Always interested in matters relating to his profession, he has been active and prominent in the affairs of the National Editorial Association, served as president of the Pennsylvania State Editorial Association in 1894, and was elected president of the Western Pennsylvania Associated Editors in 1909. He was a member of the American Academy of Political and Social Science.

He made frequent and valuable contributions to the early history of Connellsville and vicinity, most of which were published in The Courier. His concise and comprehensive address on the life and services of Colonel William Crawford, given before the Washington County Historical Society was regarded as such a valuable contribution to the history of Western Pennsylvania that it had to be printed in pamphlet form to supply the demand for copies which came from all parts of the country.

The true worth of a man is best gauged by the standing he enjoys among his associates rather than by the opinions formed by those less intimately acquainted with him. Nowhere was Henry Provance Snyder held in so high esteem as by his fellow workers and employees. To to stand of The Courier, he was honored, respected, worshipped and loved. In his treatment of employees he was invariably fair and just. He was their friend in adversity. A strict disciplinarian, he could not tolerate incompetence. He set a standard that called for perfect results. If these were not achieved, they were at least the goal. He paid close attention to details; typographical errors which are often ignored or taken as a matter of course by others, brought from him a sharp rebuke. He demanded the best.

Because of the high standard set in every department, The Courier has long been regarded as one of the best journalistic training schools in the state. Graduates from its news room have no trouble making good elsewhere. Within the radius of The Courier's influence, a Courier man has always been regarded as a man worth having; beyond that some of the men have shown for themselves the result of their training under H. P. Snyder.

Mr. Snyder set great store by typographical excellence. He insisted that his newspaper not only be printed near perfect as possible, but he insisted that it be artistic. The use of flaring headlines was discouraged, save when the news justified it. A conservative paper its makeup was never flamboyant.

Other well known men who attended the funeral included Congressman R. F. Hopwood; W. A. Todd, J. A. Barthart and James F. Acheson, of the H. C. Frick Coke Company; J. T. Brennan and R. M. Bry, of the Produce Coke Company; General Manager J. B. Yohe, Chief Engineer E. W. Boots and Assistant Superintendent J. B. Yohe, Jr., of the Pittsburgh & Lake Erie railroad, who came to Connellsville in a special train; W. L. Blinn, of Fayette City; F. W. McKee, of American Type Founders Company, Pittsburgh; James B. Reed, Pittsburgh.

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A sunny temper gilds the edges of life's blackest cloud.—Guthrie.

Probably nothing better demonstrated the faith of H. P. Snyder in both Connellsville and The Courier than the fact that within the past few weeks he ordered a new linotype of the most modern design, the first to be installed in the county.

Henry Provance Snyder's home life was ideal. He was essentially a homebody, particularly during the past few years. He was twice married. His first wife was Jane Roberts, daughter of the late David Roberts, who for many years conducted the Young House, then the town's foremost hotel. One child was born to this union, a daughter, Mrs. James H. Smith of Morgantown. The first Mrs. Snyder died in 1902, soon after the daily edition of The Courier had been launched. In 1905 Mr. Snyder married Miss Katherine Kuhn McIntyre, daughter of Mrs. Alice Kuhn McIntyre of McKeenport. They have four children, Henry Provance Snyder, Jr., Alice, Katherine and Mary Elizabeth. Mr. Snyder is also survived by two sisters, Mrs. Charles L. Gray and Miss Mary Snyder.

FUNERAL SERVICES.

Connellsville, Fayette county and the coke region paid its final tribute to the memory of Henry Provance Snyder, editor and publisher of The Courier, when the funeral was held at 2:30 Monday afternoon from Trinity Lutheran Church. Hundreds attended the services, and among them were people in all walks of life. Added to those from this immediate community came leaders in journalism, industry, law and politics of the coke region. The church was crowded.

The movement to have a federal building erected here was launched by Mr. Snyder during Cleveland's second administration. Hon. E. P. Acheson was the first congressman approached. Mr. Acheson was not successful, but he urged that Mr. Snyder not give up the fight. The building was finally secured through the efforts of Allen F. Cooper, who then represented this district in Congress.

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THOUSANDS LINE STREETS TO WITNESS LARGEST HALLOWEEN PARADE TOWN HAS EVER STAGED

Hundreds of School Children in Faotastic Garb Take Part.

FLOATS ARE AN ADDED FEATURE

Some of Them Particularly Elaborate; Mummers Out in Force and Holiday Spirit is in the Air; Lots of Bands and Plenty of Amusement Afforded.

In point of crowds, the excellence of the parade and the opportunities for a general free-for-all good time, Friday night's Halloween celebration probably was the best ever conducted in Connellsville. Those in charge, who have had opportunity for closely observing every one of the nine annual celebrations, say that there never was a larger crowd and never so many mummers on the streets.

At times it was an absolute impossibility for the parade to continue, the crowd surging onto the streets, leaving only a narrow lane through which the line could not have passed. The police and volunteer firemen, assisted by the two automobiles which led the long string of masqueraders and floats, had a strenuous time cutting a way through the mass of humanity so that the parade could move.

The spirit that pervades all Halloween celebrations here was not lacking. There were thousands of men and women, boys and girls in all sorts of fantastic costumes. The dignity that might be significant of a man's bearing during the other 364 days of the year was flung aside and he donned some sort of a funny costume and had the time of his life seeing if his friends knew him. Many a matron donned her husband's clothes and many a girl put on her brother's vice versa. Besides the usual male and female impersonations there were a lot of pretty and fantastic costumes on which the wearers had spent much thought and gone to considerable expense.

The floats were the best ever seen in a parade here. They embraced new ideas, well carried out.

The parade was over an hour late in starting, due to the late arrival of some of the organizations, and it was pretty hard on the little school children who had to stand around in the cold for so long. They didn't seem to mind it, however.

The parade was led by Chief Marshal W. E. DeBolt and his aides, followed by two automobiles containing Councilman L. L. West, James Guyan and John Duggan. One of the cars, that driven by G. E. Albrecht, was prettily illuminated with electric lights inside of Halloween pumpkins with a large pumpkin on the front of the radiator. This had the word "Overland" cut in it.

The Connellsville Military Band, numbering close to 40 men, was next in line and after it came the floats, then the school children, other organizations and the individual mummers. Donzetti's Italian Band, the Connellsville Colored Band and the Everson Band were also in line. The Everson Band led the firemen from that town. A small delegation of Uniontown firemen also participated.

A novelty stunt, not on the program, was pulled off on the West Side where the parade counter marched under the Western Maryland station. Three floats lined up side by side and while Lester Crawford, who impersonated Ben Hur, sang "Memories" and "The Sweetest Story Ever Told," eight little boys and girls went through a pretty drill on the adjoining float. The little folks who took part in this were Renee McGuire, Sonny Hays, Miss McGarrett, Harry Franks, Master Munk, Catherine Herwick, Thomas Cummings and Clara Herwick.

Four floats designed and built by George Pritchard attracted much favorable comment. They were:

The boat scene from Ben Hur (Royal Ice Cream Company), with Lester Crawford and Paul Brinkman; Miss Stillwagon; Fred Stillwagon, Margaret Jean Stillwagon, Miss Harbaugh and Charles Hurley representing the various scenes. Eddie Norman colored, played ragtime in his best style on the piano on the float.

The birth of the American Flag (Harry Dull), with Miss Cyphar as Betsy Ross and four Boy Scouts and six young women as attendants.

Springtime, (Rapport-Featherman Furniture Company), an interpretation of the "sweetest story ever told." This contained the youngsters mentioned above as assisting Lester Crawford in his song numbers.

The Old Woman Who Lived in a Shoe, (Templin's), with Edgar Wilkey's children impersonating the children.

The Macabees' Beneficial Association made a fine showing with their float depicting the joys of insurance and the sorrows of lack of such protection. The ladies of the Macabees, followed in line dressed as Red Cross nurses. They deserved the prizes they received.

The Ladies' Auxiliary of the B. R. T. were dressed in overalls and carried railroad lanterns. They made a fine showing.

Rose Ice Cream Company had its usual excellent float. This time a group of little girls showed how delicious the firm's product is by eating it as they rode in the parade.

Councilman M. B. Price made a big hit with his costume. He had built a monstrous duck around him and he waddled about in impersonation of a "tame duck" led by his kiddles, Marvin and Rosalind, at the end of long ribbons.

Harold Horner won a prize of \$2 for the best impersonation of a can-

YOUNGEST MUMMER IS LUTHER H. COLLINS, ONLY 17 MONTHS OLD

The youngest mummer that appeared on the streets last night was Luther Hoffman Collins, son of Mr. and Mrs. L. B. Collins, who is, only 17 months old.

Young Luther was dressed up as an Indian and although he was a little too young to get in the parade he had the time of his life romping about near his father's drug store.

candidate for President. He was in evening dress with a Hughes mustache and whiskers. He received as much of an ovation as times as if he were the real next President.

The judges stationed along the line of march picked out the prize winners and gave them tags. The mummers thus honored claimed their prizes at Bishop's restaurant. The following have been awarded so far:

Prince and princess, \$2; Bessie Alberta and Teresa Conniff; Indian, \$1.50; W. M. Goodwin; Devil, \$1.50; Albert McCormick; ruba, \$1.50; Everett Miller; Clown, \$1.50; George Lyons; Fairy, \$1.50; Thelma Snyder; Martha and George Washington, \$1.50; Ruth and Virginia Snyder; Hobo, \$1.50; James Strange; Uncle Sam, \$1.50; Roberta Smutz; Chas. E. Hughes, \$2; Harold Horner; Paper dress, Dorothy Wortham; Animal makeup, \$1.50; John Souter; Witch, \$1.50; Mrs. Paisley; Cowboy, \$1.50; Joseph Donmadi; largest fraternal organization in line, \$1.50; Ladies of the Macabees, largest uniformed fire company, \$1.00; South Connellsville; best calithumpian band, \$1.00; Third Ward schools.

The prizes for the largest school in line cannot be awarded until Monday when the principals submit the number of pupils they had in line.

Among the other mummers who got a lot of recognition for their clever makeups were: Thomas Hyatt as an old woman with a boy on her back; Edgar Smutz and W. O. Adriam as Uncle Sams; Joe Hood as a Frenchman; William Percy in a female impersonation and Miss Naomi Roebenblum as a gentleman in evening dress.

GAS RATES ARE GOING UPWARD

New Schedule Filed at Harrisburg Affect Only the Manufacturing Concerns.

The Fayette County Gas Company, along with other gas companies in Western Pennsylvania, has filed a new schedule or rates with the Public Service Commission increasing the price of gas to manufacturing plants. This will become effective on December 1. The rates to domestic consumers will be the same.

The new schedule is the same for the first 150,000 cubic feet consumed, for the second 150,000 cubic feet will be 2½ cents instead of 20 cents and for all in excess of 300,000 cubic feet 1¾ cents instead of 14½. With the usual discount for payment before the 10th of the month, the new rates will be 27½, 22 and 16 cents instead of 27½, 18 and 12 cents.

The new advance is four cents per thousand cubic feet for all gas consumed after the first 150,000 feet.

Manufacturing plants in Connellsville, Dawson, Dublar, Everson, Mason-Town, Mount Pleasant, Scottdale, Uniontown, Vandergrift, Youngwood, Alington, Hopwood, McClellandtown, New Salem, New Stanton, Ruffsdale, Ronco and Tarr are affected.

The announcement that gas for domestic consumption would not be advanced came as a decided relief to householders who feared that they might eventually find gas as expensive as coal.

MEET AFTER 32 YEARS

Boyhood Chums Keep Compact to Return to Mount Pleasant Institute.

A pact to meet at the Mount Pleasant Institute 32 years from the day they graduated was kept this week by J. Hammond Persing, an attorney of Denver, Col., and William W. Truxal, now of Hoisington, Kas. Both were members of the class of 1881 of the Institute and when they parted they made an agreement to return to their alma mater in 32 years and see what changes time had wrought.

The two boyhood chums were disappointed to find that the academic department of the Institute had been closed but were pleased to discover that plans were being furthered to revive the institution and restore it to its former standing in educational circles. They inspected the grounds and met many of the present students.

A dinner together concluded the meeting of the '81 graduates.

AT THE DEDICATION

Connellsville Well Represented at Formal Opening of Temple.

There was a general exodus of Masons to Pittsburg Wednesday to attend the ceremonial and dedication of Syria Temple's new mosque. A number of Connellsville Shriners were on the committee in charge and other members of the Masonic fraternity were candidates for initiation into the Shrine.

Among those who left during the morning, by automobile and train, were: R. C. Beerbower, L. F. Kirchner, S. N. Osborne, W. L. Beuscher, H. G. May, William Sellers, W. D. McGinnis, S. R. Meeskeat, A. N. DeMuth, J. A. DeMuth, Paul Wagoner and D. A. Ripley.

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KEEGAN SAYS BY FLOPPING HE ONLY FOLLOWED WILSON

Everson Democrat, Now for Hughes, Tells of Woodrow's Wobbling.

BIG RALLY HELD AT SMITHFIELD

Strong Speeches are Made in Behalf of the Republican Ticket Before an Enthusiastic Audience; Perryopolis Also Has Big Turnout

"If I flopped," said James J. Keegan, former Democratic Assemblyman, at the big Republican rally in Smithfield Friday night, "the Democrats have no cause to upbraid me. I have the best example in the world, President Wilson, who has flopped on both sides of every question with which he has had to deal."

That was the beginning of a forceful address which brought applause from every man who heard it. Mr. Keegan's speech was the feature of the rally.

Mr. Keegan enumerated President Wilson's many changes of policy. A somewhat unusual feature brought out by Mr. Keegan was the fact that President Wilson declared in 1912 that he stood for the presidential primary and that if elected he would work for the direct nomination principle. Not a word had been heard of the presidential primary since Mr. Wilson was elected.

Mr. Keegan denounced what he called Mr. Wilson's cowardice in the Mexican trouble. He told how England had treated our nation, capturing our vessels, seizing our mails, and closing ports to us. "Wilson has let this go on," said Mr. Keegan. "I think he is blinded to the higher ideals of American citizenship."

Again referring to Mr. Wilson's vacillation and uncertainty, Mr. Keegan said, "He has been right at least half the time, however, for he has been on both sides of every question."

After the speechmaking, Mr. Keegan was warmly greeted by the Smithfield people at the rally, which was a success in every sense of the word. The attendance was large, and the audience seemed to be thoroughly in accordance with the views expressed by the speakers. There was no heckling of the orators, and when a particularly telling point was made, there was no lack of applause. A "get-together" session followed the rally proper, and the staunch Republicans of Smithfield seemed very glad to meet the Uniontown campaigners and to talk things over with them.

William Burton of Smithfield was chosen chairman of the meeting. He introduced as the first speaker A. E. Jones. Mr. Jones dwelt mainly on the labor question, and pointed out very plainly that President Wilson is not the laboring man's friend. The so-called Eight Hour bill was branded as a farce by Mr. Jones, who predicted that President Wilson's attempt to gun votes by passing this bill would not succeed.

Succeeding speakers assailed the policies of the administration and ridiculed the stands taken by President Wilson in the important affairs of the nation.

"I want to see a man in the chair who is not too proud to fight, if necessary," Jay Johns, a Uniontown business man, said at the beginning of his talk.

"We should either have intervened in Mexico," said Mr. Johns, "or we should not have intervened. We have done a little of both. In so doing, our country has been humiliated and our fame dishonored."

Mr. Johns dwelt on Wilson's false friendliness to labor. He cited the statements made by Wilson while president at Princeton and not playing for votes. Professor Wilson declared for the open shop. There was us much danger from organized labor, he said, as from organized capital. The Chinese immigrants were more desirable to Professor Wilson than those from Europe.

Edale Field of Smithfield was called on to say a few words and expressed his regret that a small number of railroad men should be allowed to dictate to the whole country.

Joseph W. Ray, Jr., urged the voters to get down to business and think out the issues of the campaign for themselves. Mr. Ray exposed the tariff commission of the Democrats.

"They say that the tariff has been taken out of politics," Mr. Ray said. "Don't let them fool you. It can't be done. The constitution provides that every revenue bill must originate in the House of Representatives. The tariff commission can only make recommendations. It is merely another plan of Mr. Wilson to humbug the people on the eve of the election."

Mention of the names of Knox, Kephart, and Crew by Mr. Ray evoked great applause from the audience. E. D. Brown, formerly of Smithfield, now of Uniontown, said a few words to his old friends. He gave a brief history of the Republican party during his life of 80 years and pointed with pride to the distinguished men within its ranks. As Mr. Brown said, the meeting was a perfectly practical one. Every speaker talked of relevant things, as if arguing a case before a jury. The issues of the campaign were discussed for the benefit of Smithfield voters, and the Republican points clearly brought home.

Licensed to Wed.

John Turnbull of Lemont and Sarah A. Conner of Uniontown; Charles J. Haas of Pennsylvia and Elizabeth V. Auer of Buena Vista township; Nicola Fiore and Giuseppe Ranocchio, both of Connellsville, were granted marriage licenses in Uniontown yesterday.

Wreck Victims Recovering.

The patients who were injured in the West Penn railroads wreck Wednesday night who still remain in the hospitals, are all getting along nicely.

SLIPPERY RAILS BLAMED FOR WRECK OF TROLLEY CAR ON A CURVE; 19 PASSENGERS HURT

CASES NOT SUITED,

Pennsylvania Wins Suits Based on Accident at Davidson.

The cases in which Pearl Belle Martin, Joseph R. Coidren, Howard C. Pegg and L. W. Pegg sought damages from the Pennsylvania Railroad Company were not suited Friday, three by direction of the court and voluntary in the Coidren case.

The suits grew out of an accident at the Davidson crossing on August 22, 1914 when Clarence B. Martin was killed after the car in which he and the three other plaintiffs were riding was struck by a train.

CHURCHES REDEDICATED

Large Attendance at Trinity Reformed Services; Former Pastor Here.

The largest congregations in the history of Trinity Reformed Church attended the rededication services Sunday morning and afternoon. A new Sunday school balcony which increases the seating capacity to nearly 100 was consecrated to the service of the Lord in fitting manner.

Mr. Keegan enumerated President Wilson's many changes of policy. A somewhat unusual feature brought out by Mr. Keegan was the fact that President Wilson declared in 1912 that he stood for the presidential primary and that if elected he would work for the direct nomination principle. Not a word had been heard of the presidential primary since Mr. Wilson was elected.

Mr. Keegan denounced what he called Mr. Wilson's cowardice in the Mexican trouble. He told how England had treated our nation, capturing our vessels, seizing our mails, and closing ports to us. "Wilson has let this go on," said Mr. Keegan. "I think he is blinded to the higher ideals of American citizenship."

Again referring to Mr. Wilson's vacillation and uncertainty, Mr. Keegan said, "He has been right at least half the time, however, for he has been on both sides of every question."

After the speechmaking, Mr. Keegan was warmly greeted by the Smithfield people at the rally, which was a success in every sense of the word. The attendance was large, and the audience seemed to be thoroughly in accordance with the views expressed by the speakers. There was no heckling of the orators. The meeting was a perfectly practical one. Every speaker talked of relevant things, as if arguing a case before a jury. The issues of the campaign were discussed for the benefit of Smithfield voters, and the Republican points clearly brought home.

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FOURTEEN TAKEN TO HOSPITALS

All Except Six are Able to Leave After Having Injuries Dressed; Three are in Serious Condition, but They are Expected to Recover.

Nineteen persons were injured some of them seriously, when a West Penn street car left the rails on a sharp curve at the Brookvale school house, just west of town, and completely overturned. Fourteen passengers were treated at the two hospitals here, but all except six were able to leave after having their injuries dressed and another departed about 8 o'clock last Wednesday evening.

THE INJURED

PAUL WOLF 16, Second street. Was slightly jarred and ammonia inhalation may be necessary, condition serious.

MISS ELIZABETH O'TOOLE 21, Evergreen. Unconscious several hours. Incarceration above eye may be injured.

MISS SIMON STEWART, 4, 307 Run Avenue. Incarcerated arm and contusions about face.

MISS LUCY GLENNON 20, Dawson. Incarcerated, shoulder badly injured, and suffering from shock.

MISS CATHERINE HOLLERAN 47, Sharpsburg, cuts about face and nose.

CHARLES R. BUR

FORMER SECRETARY OF STATE SCORES WILSON FOR BREACH OF SOLEMN PLATFORM PLEDGE

Hundreds Attend Meeting Which Follows Monster Political Parade.

CRAIG, SNYDER, HOPWOOD TALK

Republicans Enthusiastic Over Demonstration at County Seat On Saturday Night; Turnout Exceeds Expectations; Chairman Crow Present

Addressing the largest audience which has attended a political meeting in the present campaign and which followed one of the greatest political parades ever held in the county seat, former Secretary of State Philander Chase Knox on Saturday night denounced the Administration in hauling down the American flag over the Panama Canal, thereby breaking its most solemn platform pledge of 1912. The former Secretary of State treaded familiar ground, for as Attorney General he was largely instrumental in the passage of the act under which the Canal was built, and as Secretary of State he formulated the doctrine of free ports for American coastwise vessels, a doctrine endorsed by the three major political parties in the 1912 campaign and then reversed on the demand of President Woodrow Wilson by a pliant Congress. Mr. Knox, a native of Fayette county, attacked both the eight-hour and the child labor laws as a pair of Gold Brick Twins passed on the eve of a Presidential election for the sole purpose of attracting votes. It was his first political speech in his native county.

In addition to the address of Senator Knox, comparatively brief speeches were made by Colonel Thomas S. Craig of Waynestown, candidate for Congress-at-Large; Charles A. Snyder of Schuykill county, candidate for Auditor General, and Robert E. Hopwood, who seeks re-election to Congress from the Twenty-third district.

State Chairman W. E. Crow presided over the meeting and Harmon M. Kephart of Connellsville, candidate for State Treasurer, occupied a seat on the platform, which was filled by representative Republicans from all over the country.

The parade was a big affair. Every section of the county sent delegations; some afoot, some on horseback, others on motorcycles and scores in automobiles. There were bands and red fire. It reminded one, as State Chairman Crow remarked in the meeting later, of the old fashioned torchlight processions, so popular in the county a good many years ago.

The parade was later than had been anticipated in starting, with the consequence that it was 9 o'clock before Senator Knox began his speech in the West End Theatre. The theatre was well filled. Every seat on the lower floor was taken, and the balcony was comfortably filled. Several women occupied the boxes. The audience was of a character of those found all over the state, quiet, orderly and displaying a sincere interest in what the speakers had to say. The people are interested in the issues this year. There is less enthusiasm over flowery orations than in the commonplace talks which have been so general this year. They want to know facts, and the Republican speakers are giving them what they want without sugar coating.

State Chairman W. E. Crow formally opened the meeting about 9 o'clock. He expressed pleasure at the reception which had been accorded the Republican candidates in all sections of the state. He congratulated the Fayette county committee on the success of its demonstration, stating that it reminded him of the days of the old torch light processions. He declared that the people who are attending the political meetings this year are serious minded persons anxious to hear the issues discussed by capable speakers, with a view to making up their minds how to cast their vote this year. He predicted that Fayette county would be in line with the other counties of Pennsylvania in returning a big majority for the Republican party. "Every man on the ticket," Senator Crow declared, "is worthy of the suffrage and full support of every Republican."

He introduced former Secretary of State Knox, who said in part:

You can imagine the real satisfaction to be experienced for the first time in addressing an audience at a political meeting in my native county. Fayette county has means much. It is not only that I was born and reared within its borders, but my father and my mother were born in Fayette county and are buried in its soil. This may imagine that the roots of my affection for this country sink deep.

I was much impressed with what Senator Crow said about the character of the audiences and the serious purposes manifested generally in this campaign. It seems to me that we do not have to go far in this reason, because we were here a second in the history of the world. The conditions were more so than now. Fortunately we are not involved in the hostilities which are wasting civilization, but serious minded people appreciate the dire disaster which threatened us in the future and is more likely to do so in the future.

At this critical period we are called upon to select a chief executive to guide the affairs of this nation. Not only is it our right, but it is our duty and when I say ours I do not mean a collective, but an individual duty—to look carefully into the record—the character, the attributes and the ability of those seeking public office.

The Republican party chose a candidate whose record is an open book. This man first won his claim to public approval by an investigation of the great life insurance companies of this country, weeding out evils and setting those great institutions on a more stable basis. His next claim was a governor of New York, where probably he made a record unequalled in the past. This law is designed to vest in the Congress of the United States the right to say for how long and for what wage a given length of time. He was next a

very root of personal liberty. It defies the very principles of civilization. I am told that in 1912 the American Federation of Labor passed a resolution taking the stand that it would never stand for any legislation for fixing wages and hours. This ought to be true. Wars have been fought for less tyrants upon the liberties of the people. What is the right of a sovereign state to say for how long one must work and at what price? God forbid that this has come when American labor has spent from it its own right to make it conditional.

I was asked whether the President signed the Adamson law with four pens. There is another law which I signed. He signed it, he said, with emotion. I can imagine what was in his mind at the time. I've put one more over on the American people. He could fool anyone, much less the people. He signed it, he said, because it was a Child Labor law. We signed one two years ago. It says that an employer cannot hire children under a certain age. If he does, he is fined or imprisoned. The law goes further. It says children must be employed under safe and healthful conditions of employment. Not of satisfying personal ambition to be continued in office, but with a view to a determined effort to be the greater good for the greater number.

It is perfectly fair and proper to put this up to you. By men's deeds shall you know them. The confidence placed in a man depends largely in the faith he has, kept with you in the past. It is for you to say how well he has kept it.

The only thing the law says is that a firm which employs children under a certain age cannot ship its goods if such employment has been within 30 days of the time of shipment. In other words, the factory could work 11 months in the year, close down for a month, and then ship out all its products.

It is possible that the American people are so large that even with that maximum of intelligence which reasons two and two make four are unable to see the real reason why the nature of these are passed a few weeks prior to a general election.

Chairman Crow then introduced Colonel Thomas S. Craig, former congressman from this district and now a member at large and candidate for re-election. Mr. Craig said:

"I want to say that I am not surprised at the legislation passed by the administration. We could take a good and sufficient title to the property. I visited France, examined the records of the old company, and after careful investigation, advised this government that it could take such title. Later I ex-

plained the reasons for the grant.

The construction of the canal was started in 1903. The French company paid \$100,000 in cash and given \$200,000 a year forever, and the French company paid \$200,000. We sent down the lowest of American youth and through the aid of American science conquered the estimate. We built that canal at a cost of \$100,000,000.

The administration has been in power for the last three years. Does anyone know the result of the many notes which have been written? Can anyone tell what has been done? Has there been any legislation to prevent the importation of sugar to secure a sufficient supply of American lives and property?" Does anyone know who the engineers who worked on the shipment of arms to Mexico? The embargo was imposed by President Taft, who sought to keep all the nations of the world from raiding that canal on equal terms. But in reply to Great Britain, America, and the world, he said:

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REORGANIZATION OF THE WESTERN MD. IS BEING PLANNED

**Now That Its Operation Has
Been Reduced to a
Sound Basis.**

BIG INCREASE IN TRAIN LOADS

**Other Improvements Which Permit
More Traffic to be Handled at In-
creased Economies; Passenger Busi-
ness Unprofitable; Coal Traffic Grows**

The Western Maryland board of directors is actively considering a re-adjustment of the company's financial affairs so as to end what is really, although not technically, a friendly receivership, says the Railroad Age Gazette.

The Western Maryland has \$10,000,000 secured and \$6,000,000 unsecured notes now outstanding which are in default as to interest since January 1, 1915, and as to principal since July 1, 1915. The greater part of these notes are owned or controlled by the same interests which control the board of directors of the Western Maryland and technically no receivership has taken place. It ought not to be a very difficult matter to make the necessary readjustment on a basis which will be satisfactory to security holders. Very wisely, it would seem, the Western Maryland has set its operating house in order before undertaking financial readjustment. So far as can be seen now the splendid showing which was made in the fiscal year ending June 30, 1916, is but the beginning of what may be expected.

In this last fiscal year the company operating 689 miles of road, earned \$10,930,000. This is an increase over the previous year of \$2,247,000. There was an increase of only \$782,000 in operating expenses, about half of which was in transportation expenses and half in maintenance, leaving an operating income of \$3,542,000, an increase over the previous year of \$1,422,000. There was a surplus after interest charges, including the unpaid interest charges on the defaulted notes, of \$540,000, as contrasted with a deficit in 1915 of \$908,000. With its present facilities the Western Maryland ought to be capable of earning over \$20,000 a mile—earnings in 1915 were at the rate of \$16,165, and in 1915 \$12,132. Not only are the facilities adequate for much larger business but active steps are being taken to secure it.

One of the most important of these steps is the development of terminal facilities at Baltimore and Port Covington. At Port Covington the company now has a grain elevator with a capacity of 1,900,000 bushels, and at Baltimore and at Port Covington the railroad company has secured connection with industries some of them affiliated with the Standard Oil Interests which should give it a very considerable westbound business; and that is what the Western Maryland needs badly to be used in bargaining with the Pittsburgh & Lake Erie for eastbound business at Connellsdale.

The Western Maryland is controlled by the same interests that own control the Consolidation Coal Company, and by the construction of new lines and negotiation of new agreements the Western Maryland is providing for what ought to be a large permanent increase in its coal traffic. The management is demonstrating in a quite conclusive way its ability to handle increased traffic on an increasingly economical basis. All of these things are important factors in the success which ought to attend the reorganization of the company's finances.

The total tonnage of freight handled by the Western Maryland in 1916 was 15,378,000, comparing with 12,205,000 tons handled in 1915. In 1916 bituminous coal furnished 8,820,000 tons of traffic and in 1915, 7,412,000 tons. It will be noted that the proportion of coal tonnage to total tonnage was less in 1916 than in 1915. On the other hand, the total tonnage of manufactures carried in 1916 was 2,238,000, which was 14.55 per cent of the total tonnage carried and compares with 1,525,000 tonnage of manufactures in 1915, which was 12.49 per cent of the total tonnage in that year.

Notwithstanding the fact that the new grain elevator went into operation only in December, 1915, and the addition to it, which increased its capacity by 1,000,000 bushels, was not completed until September, 1916, after the close of the fiscal year, the tonnage of grain handled by the Western Maryland in 1916 was 4,000,000, as compared with 17,000 handled in 1915. In the six and a half months during which the elevator was in operation 14,966,000 bushels of grain were received, representing 10,448 carloads and 33 small bay boats. There were loaded at the elevator during the year 127 vessels.

The average revenue trainload of freight in 1916 was 337 tons, an increase of 120 tons. The average receipts per ton per mile in 1916 were 5.01 mills and in 1915, 5.24 mills. The average length of haul was 122 miles in 1916 and 116 miles in the year 1915.

The passenger business of the Western Maryland is not profitable. Average passenger-train earnings, including not only passenger fares but incidental earnings from passenger trains, is less than one dollar per mile, being 94.12 cents in 1916 as against 93.28 cents in 1915. The West Virginia authorities gave the Western Maryland permission to raise its intrastate rates from two to two and a half cents, but something further will have to be done if this branch of the service is not to continue to be a parasite.

The company is now operating 676 miles as against 661 in 1915. In 1916 the operating revenue was \$10,930,269, compared with \$8,683,455 in 1915. Total operating expenses increased from \$6,257,412 in 1915 to \$7,039,608 in 1916. Gross income in 1916 was

\$3,854,563 compared with \$2,387,124 in 1915. The deficit of \$907,905 in net income in 1915 was transformed into \$539,693 net in 1916, indicating that the property is now well established as a profitable operating property.

WILL ELECTRIFY PART OF W. MD.

Will Handle Traffic Over Blue Ridge Mountains with Electric Motors. Other Improvements Planned.

The Western Maryland Railroad Company is planning to undertake an extensive scheme of improvements in order to enable it to handle traffic on a larger scale and at reduced operating expense, which is already low for a road of its character and location. Application has been made to the Public Service Commission of Maryland for approval of 60 promissory notes of \$1,118,13, a total of \$67,087.80, at 5%. The proceeds from the sale of the notes will be devoted to the extension of the automatic block system on the road.

This improvement is one of the many under way and contemplated by the management of the railroad company. The main line of the road is now being double tracked at some points. At other points similar work will be done in the near future. Within a few years the road will be double tracked from Baltimore to Connellsdale, where connects with the Pittsburg & Lake Erie.

The most important improvement contemplated is the installation of electric motors for hauling trains over the Blue Ridge mountains. This problem has been the most difficult encountered by President Carl R. Gray in his task of transforming the Western Maryland into a railroad capable of hauling coal and other heavy traffic economically and efficiently. He is convinced that the problem will be satisfactorily solved through the use of electric motors for mountain climbing.

By the removal of this obstacle, the contemplated tunnels under Blue Ridge Summit, or under South Mountain, have been abandoned. At one time it was proposed to extend the road in a straight line from Glyndon to Frederick and thence under Bradock Heights across Middletown Valley, under South Mountain to Hagerstown. The project was so expensive as to be almost prohibited.

CEMENT FOR MEXICO

Concessions Granted American Firm to Develop Rich Property.

JAUREZ, Mexico, Oct. 31.—Mexico plans to rebuild her revolution-shattered industries upon a firm foundation. With the restoration of peace in the republic the thousands of factories, mills, shops and stores which have been burned, wrecked or partially destroyed by artillery fire or by the work of the bombing crews which are always a part of a Mexican army in the field, are to be rebuilt.

The representatives of a large Pacific coast cement manufacturing company recently visited Andres Garcia, inspector general of consulates for the Carranza government and General Francisco Gouzales, commander of the Jaurez garrison, and consulted with them regarding the erection of a \$1,000,000 cement plant in Jaurez to utilize the great shale beds which are to be found at the foot of the Jaurez mountains. This material has been tested and found to be good for cement making. The supply is said by experts to be inexhaustible and the shale beds are located near enough to the railroad to make haulage costs low.

The representative of the American cement company is being given every encouragement by the Carranza officials. They realize the importance of having such a plant on the border where its product can be shipped to all points in the interior at a low cost. While many of the buildings in Mexico are built of adobe, the larger buildings are made of brick and stone, concrete having been little used in construction work in the interior because of the comparative scarcity of cement. With the construction of a plant to manufacture cement here, many Mexican laborers who are now forced to go to the United States in search of employment will be employed, and, because of the lower cost of labor in this country, it will be possible to sell the finished product of the plant at a much lower rate than that prevailing in the United States, the promoters say.

CARS AND LOCOMOTIVES

Buying Proceeding More Freely Than Earlier in the Year.

The compilation made by The American Metal Market shows that 19,633 cars were bought in the month of September, the largest total for any month of the year since January when the purchases totaled 21,337. The total for the first half of the year was 64,287 cars compared with 69,916 cars for the first half of 1915. The year 1916 produced orders for 131,333 cars, the heaviest buying since 1913 when 147,000 cars were ordered.

During the first half of 1916 the locomotive orders reached a total of 2,124 as compared with 969 in the first half of 1915 and exceeding the twelve months of that year when the total was but 1,927. February has been the heaviest month of 1916 buying the number being 555. June was the lowest with 52 ordered. In August orders reached 155 and September 265.

More Wires Under Ground. The Pennsylvania Railroad Company has authorized an appropriation of \$85,000 the money the money to be spent in placing its telephone, telegraph and signal wires between the Pennsylvania and East Liberty stations underground.

More Electrification. The Great Northern Railroad Company plans the electrification of more than 300 miles of its main line between Spokane and Seattle, Wash.

Coal Freight Rates

TO EASTERN POINTS ORIGINATING DISTRICT.

Rate per Gross Ton of 2,240 lbs.	Pittsburgh	Connellsville	Fairmont	Latrobe
Baltimore, Md.	\$2.98	\$1.85	\$1.59	\$1.80
Charleroi, Pa.	1.70	1.05	1.40	1.32
Johnstown, Pa.	1.65	1.00	1.35	1.25
Lancaster, Pa.	1.60	1.18	1.00	1.50
New York, 33rd St.	2.25	2.10	1.95	1.85
New York, Brooklyn	2.35	2.20	2.00	1.90
Philadelphia, Pa.	2.00	1.85	1.70	1.60
Saint Louis, Mo.	1.90	1.85	1.70	1.60
Steubenville, Pa.	1.72	1.57	1.42	1.32
South Bethlehem, Pa.	2.10	1.80	1.70	1.75
Steelton, Pa.	1.75	1.55	1.40	1.50
South Bethlehem, Pa.	2.15	1.90	1.85	1.75

To ATLANTIC PORTS via P. R. R.

Rate per Gross Ton of 2,240 lbs.	Greenwich, Pa.	Port Elizabeth, N. J.	Charleston, S. C.	Latrobe
Greenwich, Pa.	1.75	1.60	1.45	1.85
Port Elizabeth, N. J.	1.65	1.50	1.35	1.25
Charleston, S. C.	1.95	1.80	1.65	1.55
Latrobe	1.90	1.85	1.70	1.60

To ATLANTIC PORTS via B. & O.

Rate per Gross Ton of 2,240 lbs.	St. George, N. Y.	Long Beach, N. Y.	Charleston, S. C.	Latrobe
St. George, N. Y.	1.75	1.50	1.40	1.30
Long Beach, N. Y.	1.75	1.50	1.40	1.30
Charleston, S. C.	1.75	1.50	1.40	1.30
Latrobe	1.75	1.50	1.40	1.30

To ATLANTIC PORTS via B. & O. C.

Rate per Gross Ton of 2,240 lbs.	St. George, N. Y.	Long Beach, N. Y.	Charleston, S. C.	Latrobe
St. George, N. Y.	1.75	1.50	1.40	1.30
Long Beach, N. Y.	1.75	1.50	1.40	1.30
Charleston, S. C.	1.75	1.50	1.40	1.30
Latrobe	1.75	1.50	1.40	1.30

To WESTERN POINTS ORIGINATING DISTRICT.

Rate per Net Ton of 2,000 lbs.	Pittsburgh	Connellsville	Fairmont
Destinations	\$0.96	\$1.10	\$1.00
Canton, O.	1.30	2.05	1.90
Cleveland, O.	1.00	1.15	1.15
Columbus, O.	1.05	1.15	1.20
Detroit, Mich.	1.00	1.15	1.20
Toledo, O.	1.25	1.40	1.25
Youngstown, O.	1.25	1.30	1.30
Lake Erie, Pa.	.78	.90	.90

The Pittsburg District includes points east as far as Latrobe and south on the Southwest Branch of the Pennsylvania railroad south of Buffaloe from points on the Pittsburg, Virginia & Charleston to and including Brownsville and extending to and including Brownsville on the New York Central lines.

The Connellsdale District includes points on the Southwest Branch of Buffalo on the Pittsburg, Virginia & Charleston except Brownsville and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Connellsdale Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

PLANS ARE BEING DEvised TO MAKE AN ACTUAL 8-HR. DAY

RAILROADS ARRANGING WORKING SCHEDULE TO FIT THE ADAMSON LAW.

RUNS WILL END WITH 8 HOURS

Instead of at Division Points as Has Been the Custom Heretofore Crews Being Required to Make Full 8 Hours Time in Order to Get 8 Hours Pay.

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